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ESTABLISHED 1857

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Hongkong, 1st October, 1905. [a1253]

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[a1290]

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[a221] **THE MANAGER**

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**Wm. PARLANE, Manager.**  
Hongkong, 18th November, 1901. [47]

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Short Notice. [1175]



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ESTABLISHED A.D. 1841.

Hongkong, 5th June, 1906.  
[30]  
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Correspondents must forward their names and addresses for publication, and as evidence of good faith, at least for publication should be written on one side of the paper only.  
No anonymous signed communications should be accepted, and no other papers will be inserted.  
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Telegraphic Address: P.W.S. Code: A.S.W. 18.  
[Signed]  
P.O. Box, 33. Telephone No. 12.

**BIRTH.**  
On June 2nd, at Hankow, to the Rev. and Mrs. LOUIS HYDE, C. M. S., Yangchow, Hainan, a daughter.  
**MARRIAGES.**  
On June 2nd, at Choo-choo, Howard Street, to ALICE MARY BAKER, and JOHN CAMPBELL, STEVENSON to ALICE LOUISE BAKER.  
**DEATHS.**  
On June 5th, at Kowloon, HENRY DILLON SHALLARD, late Commander P. A. O. C. S. service, aged 75 years.  
At Shanghai, KARL BENKE LEDWIG, only son of Mr. and Mrs. C. Fink, aged 10 years.  
FUCHUNG OFFICE: 10A, DES VUE ROAD, C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, JUNE 12TH, 1906.

There is in one of the many books relating to China a story which we remember vaguely, without knowing whether it was intended for fiction or fact. It told of a certain Chinaman of inferior rank but superior impudence who coveted the factory and property of a wealthy neighbour. There was enough of detail to demonstrate, with considerable vraisemblance, how he dispossessed his neighbour and managed to install himself securely as undisputed owner. The bribing of false witnesses, the theft of title deeds, and the convincing of an official by a trick, were parts of his procedure. We have always considered it as a humorous exaggeration, even if it were not wholly fiction. Some recent statements published as sober fact remind us of the tale, and make us consider it in a more serious light. It is important to bear in mind, in view of the suspicion all critical foreign comments rest under, of being prejudiced against things and ways Chinese, that the statements to be referred to are made by a Chinaman, Mr. LANG PAO-YEN, so recently as the 5th of this month. This gentleman writes to the North-China Daily News of "the utter lack of justice or even fairness" with which Chinese are treated by their own officials—even in the Foreign Settlement.

His story is to the following effect. Over twenty years ago the China Paper Mill was established by Chinese within the boundaries of foreign Shanghai. A very prosperous business resulted and continued almost to date. The property and works have been held and managed throughout exclusively by Chinese. No foreigners had any interest in it at all. Even now the owners are descendants of the original owner. The present value of the concern is estimated to be a quarter of a million taels. Some time ago a notorious character called YING KWEI-SHING, at present alleged to be under arrest as an accomplice of the still more notorious prince of bandits, VAN KAN-DEE, set up a claim as part owner of the Paper Mill, a claim which we are left to understand was legally groundless. The claimant some years ago had been officially stigmatised as "an unprincipled and untrustworthy person". It is stated that this man, through his influence with the various Chinese officials and high Chinese authorities, which influence it is generally believed comes from his close association with VAN KAN-DEE, was able to cause the Chinese Chamber of Commerce to summon the owners to answer his claim. As the Chamber is not a judicial body, and "has no judicial rights even under the Chinese law", and as they had no hope of a proper result following the intervention of this body, the Mill owners refused to go. YING is then alleged to have obtained a "secret order" from the Chinese Mixed Court magistrate for the closing of the Mill pending settlement. As it is stated that a foreign attorney was instrumental to this end, we may dismiss the suggestion of irregularity. The order may have been unfair; but it was probably as legal as the anomalous arrangements at Shanghai permit anything to be. It is asserted, however, by Mr. LANG that the Police for some time refused to execute this order, on the ground that it was illegal, which they would scarcely have presumed to do if a foreign Assessor had participated in its issuance. Yet it is stated that the Spanish Consul consented, and the Belgian Consul countersigned the warrant. Anyhow, the prosperous Mill was closed and over three hundred employees thrown out of work. Mr. LANG insists that all this was done "without bringing any judicial proceedings against the owners of the Mill or in any way giving them a chance to present their side of the case in a legal Court". He appears to be much hurt at the idea that the wicked claimant attorney was a member of the Municipal Council, which body collected heavy taxes but could not interfere to protect mere Chinese. It is in this sort of thing, he asserts, which drives Chinese to appeal for protection to any Consulate willing to take them under its wing. This is in allusion to the allegation that the Spanish Consul is too complacent in the matter of registering all comers as Spanish subjects. Mr. LANG asks, "can such Consuls be blamed for assuming jurisdiction in cases where otherwise gross injustice and severe hardship not only fall on one but on the many involved, by reason of Chinese officialdom's actual disregard not only of law, but almost of decency?" The writer does not give dates; and we have gone through a year's file without finding any reference to the case; but we have little doubt that the Municipal Council will have an answer to any suggestion of neglect on its part. In emphasising native injustice or incompetence, the administrative body of Shanghai has not confined itself to citing only cases in which foreigners have been directly interested. The significant features of the letter, which our contemporary would hardly have inserted if it had been wholly baseless and wrong, are these. Over his own name, a Chinese ratepayer denounces in round terms the dishonesty of Chinese officials, and fairly hints at the extent to which they, and even a body like the Chamber of Commerce, are subject to the ramified influence of the VAN KAN-DEE gang. Unless Mr. LANG is pompously and certainly contradicted, foreign critics must feel justified in giving free rein to their distrust.

The Shanghai branch of the China Association is holding an extraordinary meeting on Thursday of this week.

The mail from Japan yesterday brought us papers nearly a month old. There seems to have been postal negligence somewhere.

The Governor General of Indo-China has interdicted the entrance and circulation of five Chinese journals from Hongkong.

Most of our German readers will be sorry to read in our obituary notices to-day of the bereavement of Mr. Fink, Editor of Der Ostasiatische Lloyd.

It is reported that the new French Minister to Peking will shortly proceed to Annam to investigate into railway and other matters in relation to South China.

The return of visitors to the City Hall Library and Museum for the week ending the 10th June 1906 (excluding Whit Monday), shows that of non-Chinese there were 277 to the Library and 138 to the Museum; and of Chinese 136 to the former and 238 to the latter. The Library was, therefore, used by 413 persons, and the Museum by 236.

Viceroy Chang Shan at Foochow has stated to the Waiyupu in reply to the British protest, that as the establishment of a Government camphor monopoly in Fukien is a matter for the internal administration of China and concerns no foreigners or foreign interests, the Chinese authorities cannot be held responsible for any alleged losses of British or other foreign merchandise.

By kind permission of Lieut.-Col. Aitken and Officers 119th Infantry, the Band of the Regiment will play the following programme at the U.S. Club, Kowloon, to-day, commencing at 5 p.m.:—  
March "Under the Double Eagle," Wagner.  
Pavane "The Egyptian Rhapsody," Liszt.  
Waltz "Garden of Sleep," Strauss.  
Mazurka "My Lady Molly," Strauss.  
Intermezzo "Love in Idleness," Strauss.  
American Sketch "Down South," Myddleton.

A Kobe resident recently received a notification, and was much surprised to read the contents, viz: "Want to know the reason why you delay in sending your income statement, etc." He is led to believe that the taxation office sent him the above notification simply because his name appears in the directory! His name happens to be mis-spelled in the directory, and the tax officials had also made the same mistake. He has, he says, never before been asked to furnish particulars of his income. He has been luckier than most.

In a scene in the House of Commons arising out of a passage of arms between Mr. Chamberlain and Dr. Macnamara over the Education Bill, Sir Henry Campbell-Bannerman intervened and asked Mr. Chamberlain if he doubted Dr. Macnamara's veracity. Mr. Chamberlain refused to be harassed by the Premier, whose interferences he characterised as impertinent. There was an uproar, but the Chairman refused to raise the remark out of order. The Commons are nowadays insufficiently educated to know the difference between "impertinent" and "impudent." But what remarks such scenes open up to the women recently reported as disorderly.

The Manila *Cablenews* of April 11th had a reference to the British Consul at Manila, which was quoted in a paragraph on the 17th. The reference was to the effect that the Consul had then been away six months; that his return was improbable; that the Vice-Consul was likely to succeed him; and it was suggested that the Consul did not enjoy the entire approval of his "more sedate countrymen". It appears that these comments were entirely unwarranted; and our attention has been drawn to a public apology signed by Frederick O'Brien, the editor of the *Cablenews*. He deeply regrets and heartily deprecates the article, and shifts the blame as follows: "It was inserted through the ignorance of the assistant left in charge, and who was an Englishman." In the Consul's place we would regard this as an extra piece of impudence.

An American paper says:—The prediction has been made that the new San Francisco will be made of steel. The buildings of brick, stone and wood will be replaced by the steel in the same sections where steel structures still stand damaged somewhat, but not destroyed, and for the most part fit for present use. The rebuilding of the business section of the city is expected to be finished in less than has ever been known in another city, and that means that the market for structural steel will boom beyond all precedent. The plants of the country where such material is made have enlarged in almost every instance in the past few years, some having been doubled, and new places built for the same purpose, but they have all been rushing a year or more to their limits, and have reported orders ahead for the most of this year. With this new, quick demand for steel building material, new conditions will probably be made, and it is probable that some other projects will be delayed for accommodation of San Francisco. There is no illudeness in sight for the steel workers of this country, all the way around from the iron ore mines to the employees of building contractors.

Mr. Peter Peacock, M. V. O., of the British Embassy at Tokyo, suddenly collapsed when riding to the station at Yokohama on May 30th and died almost immediately, presumably from heart failure. Mr. Peacock was very well known in Japan, and was a link with old days. He was a burly, jovial man, full of interesting reminiscences. *The Chronicle* says: Mr. Peacock, who was in his sixty-seventh year, was appointed Inspector in the Escort Guard at Tokyo on February 8th, 1897, and has ever since been in the service of the Legation, now the Embassy. He was with Sir Harry Parkes when the Minister was attacked by two ruffians while proceeding to the Palace at Kyoto in 1897 and on this occasion was wounded. Mr. Peacock had therefore seen thirty-nine years in the service of his country. When the Duke of Connaught visited Japan many years ago Mr. Peacock received from the Royal visitor a handsome pin as a memento of the visit, and when the report was first published that the Duke was to head the Gariboldi Mission (instead of his son) Mr. Peacock anticipated with pleasure meeting his Royal Highness once again. During the visit of Prince Arthur recently, Mr. Peacock was awarded the Victorian Order in recognition of his long and faithful services.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## NEW ZEALAND PREMIER DEAD.

LONDON, June 11th.

The Rt. Hon. Richard John Seddon, P.C., Premier, Colonial Treasurer, Labour Minister, Minister of Defence, Minister of Education, and Minister for Immigration in New Zealand, is dead, aged 61 years.

The late Mr. Seddon was a "Lancashire lad," who emigrated to Melbourne in 1863. He went to New Zealand and entered Parliament there in 1879. Although he has by his unflinching enterprise and outspoken ways drawn upon himself many political volleys, it cannot be denied that he was a wonderfully creditable specimen of the self-made man.

## THE GRAND PRIX.

LONDON, June 11th.

Spears, the winner of the Derby, has carried off the Grand Prix also.

## THE ZULULAND TROUBLE.

LONDON, June 11th.

There has been further fighting in Zululand. Two hundred casualties are reported.

## THE CHAPEL OF "M.G."

LONDON, June 11th.

The King and Queen have signified their intention of attending the dedication of the new chapel of the Order of St. Michael and St. George.

## A CRICKET RECORD.

LONDON, June 11th.

Hayward has just achieved the feat of scoring four centuries in two consecutive matches.

## PARLIAMENTARY.

LONDON, June 9th.

In connection with Mr. Churchill's speech in the Colonial Office vote: A Labourite motion to reduce Lord Elgin's salary was talked out. If a division had been taken, the majority of the Government would probably have sunk to the lowest, owing to the indignation of the Radicals at the Government's Chinese labour policy.

## THE NAVAL MANOEUVRES.

LONDON, June 9th.

Following the Japanese model, a number of army officers will participate in the naval manoeuvres commencing to-day.

## THE EMPEROR AT WORK AGAIN.

Peking, June 8th.

Mr. M. Kuang Hsu has recovered from his illness and was present at the conference of Ministers, held yesterday at the Eho Palace, which lasted for two hours. It is understood that the questions discussed were the Manchurian affair, the Customs appointments, and the Russo-Chinese negotiations. Prince Ching explained to their Majesties the progress of the latter, and memorandised them that unless both Russia and China yield to some extent a conclusion to the negotiations would be impossible.

## THE PARTITION OF SAGHALIEN.

Tokyo, June 5th.

The Saghalien Boundary Commission left Tokyo this morning.

## KIND MR. FOKORLOW.

Peking, June 4th.

The Russian Minister has warned the Chinese high officials that the real object of Japan in sending distinguished Ministers and statesmen to make investigations in Manchuria is that she may seize all the interests there. Thus eventually Japanese influence in Manchuria will become ten times greater than that of Russia before the war.

## THE RESTLESS COREANS.

Tokyo, June 4th.

It has transpired that the riot at Hongju was the result of a Court intrigue. The prisoners now number 150 and the dead over 50.

## TRAIN GUARDS IN MANCHURIA.

Tokyo, June 4th.

In view of the frequent attacks by bandits in Manchuria, the Japanese authorities have detailed guards of soldiers to every train.

## THE SPY SCARE.

Tokyo, June 4th.

A Japanese steward having been detected drawing plans in the turret of an American battleship, it has been ordered that all unauthorised Japanese shall be dismissed from the United States Navy.

## A COMPLIMENT FROM THE POPE.

Tokyo, June 4th.

Count Katsura, lately Prime Minister of Japan, has been made the recipient of the highest Order in the gift of the Vatican.

## THE RISING IN KIANGSI.

Nanchang, June 2nd.

The rioters have been suppressed, some ten of them being killed and sixteen taken prisoner. Two attacks were made when the troops arrived in the mountain fastnesses. H.M.S. *Shipo* has returned to Nanchang. The missionaries are all safe.

## HUNGBUITZE ACTIVITY IN MANCHURIA.

Tokyo, June 7th.

Makdon messages state that a force of bandits near Changtu on Saturday afternoon captured 9,000 rifles of German pattern which were being sent by Tartar General Chao Er-shu of Mukden under instructions of Viceroy Yuan Shih-kai to the Tartar Generals of Kirin and Heilungkiang, as well as sixteen cars. Many were killed and wounded.

## A MYSTERIOUS ATTACK.

Tokyo, June 7th.

It is officially reported that a batch of Chinese speculators invaded the Japanese railway barracks at Kubeitze on the 16th ult. and injured some workmen.

## SUPREME COURT.

Monday, June 11th.

## IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR FRANCIS FERGUSON).

## A DISPUTED WILL.

The case of Li Pok-wai and another v. Li Liang-shi and another was resumed. This was a claim under a will for one sixteenth part of marine lot 239 and inland lot 1,355 and for an account of the rent and profits thereon. Mr. M. W. Slade, instructed by Mr. John Hastings, appeared for plaintiff, and Mr. E. H. Sharp, K.C., and the Hon. Mr. H. E. Follock, K.C., instructed by Mr. R. Harding (of Messrs. Evers, Harston and Harding), appeared for defendant.

After having further evidence his Lordship reserved judgment.

## IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISH JUDGE).

## A SUBARADAR SUED.

The case was concluded in which Akhtar Khan sued Subadar Makumut Ali H.K.S.B.R.G.A. to recover the sum of \$923.64 on account of principal and interest due on money lent.

Mr. F. P. Hett (of Messrs. Bratton and Hett) appeared for the plaintiff, and Mr. J. H. Gardiner (of Mr. O. D. Thomson's office) represented the defendant.

His Lordship recalled the plaintiff.

Do you remember when you got your \$900 in 1897?—Yes.

Very well; at that time according to your statement you lent him three sums, \$670 in March, 1903, and subsequently sums of \$500 and \$400?—Yes.

Then he repaid you \$900?—Yes.

Did you take that \$900 in payment of the \$500 and \$400?—Yes.

His Lordship (to Mr. Hett)—Then you are barred as to the \$670.

Mr. Hett—But there was a subsequent promise to pay.

His Lordship—You must prove it.

Mr. Gardiner—That is not admitted.

J. Joshi said he was manager of Sonderdas Arton and Co., and he kept the plaintiff's money for him. He paid on the plaintiff's account in February \$500, and \$170 in March. In November, 1905, plaintiff and defendant called at witness' office. Plaintiff told him defendant was going to pay \$900 for which he wanted a receipt. Defendant then asked if there was any balance against him and the plaintiff said \$670 and interest. Defendant admitted that he had to pay this amount, and said he would do so in three or four weeks.

Did defendant say anything about army regulations when he asked you for this receipt?—I don't remember.

Was anything mentioned about a promissory note?—No.

Cross-examined by Mr. Gardiner—You were a judge or something in India, weren't you?—I was in the High Court in India.

And it is rather a hobby of yours taking up cases for other people?—What do you mean by hobby?

Something you take a fancy to.—That would be a curious man.

His Lordship (to witness)—I wish I had known you before; since Cassimboy died I have not had an adviser among the Indians.

Mr. Gardiner—You are a business man as well as a lawyer, aren't you?—I am not a lawyer.

Well you were a judge?—I was a nazir.

Mr. Gardiner—I don't know what that means; but I suppose it's something big. Continuing—Why didn't you show on the receipt that the \$900 paid was paid on account?—I never thought of it.

But you are a business man; why didn't you?—I have explained.

Mr. Gardiner—But you don't explain in the receipt. Do you go in for racing, Mr. Joshi?—Yes, I go sometimes, and I have seen you there.

That's a little hobby of yours?—Yes.

Mahomed Ali was called for the defence. He said he had known the plaintiff about three and a half years. He left for England in August, 1902, and returned in February, 1903, with about £23. He owed nothing here then. He did not receive the \$670 for which the plaintiff was suing, only the \$500 which he had since repaid. He had to resort to borrowing on account of a civil action in India with which he was connected. Witness signed a promissory note for the \$500 he borrowed on July 6th. He approached plaintiff again on the 12th for another \$400, which plaintiff agreed to advance

for a promissory note. The note was produced, and the money handed over. Some time later plaintiff approached him and asked for the repayment of \$430. The amount was not paid then, but he settled in full in November. At the meeting at Mr. Joshi's house there was no mention of an amount of \$670 the plaintiff now claimed.

Cross-examined—In March, 1903, he remitted \$337 to India, and on his return to the Colony in March, 1904, he remitted \$114. This promissory note was mentioned in the presence of Mr. Joshi, and he told Mr. Joshi to mention the cheques in the receipt.

To his Lordship—"Nothing" was said about interest on the \$800.

On resuming after fifteen, his Lordship said he did not wish to hear further evidence, and requested Mr. Hett to address him.

Then, in summing up, he stated that this case belonged to the unsatisfactory class which so often cropped up. Whatever the state of feeling between the parties was at one time, there was not the slightest doubt that at present some friction existed between them. Apparently Mr. Joshi acted as banker on behalf of the plaintiff, and his books showed that in March, 1903, Akhtar Khan drew two sums for \$500 and \$170. Curiously enough the claim was for \$670, but the plaintiff in his own evidence stated that he only drew \$430 and that the balance of \$670 came out of his own pocket. His Lordship thought it just possible that the plaintiff drew \$670, but was doubtful if he ever lent that sum to the defendant. On the face of the evidence he came to the conclusion that this loan of \$670 was never made. Judgment would therefore be given for the defendant with costs.

## POLICE COURT.

Monday, June 11th.

BEFORE MR. C. D. MERRIBONE (SECOND-POLICE MAGISTRATE).

## AN OBTEMPERATE JAPANESE.

Chukichi Kawahara, an unemployed Japanese, was charged with disorderly behaviour in a tram-car on Saturday. He boarded the car and paid the money for his fare, but when the ticket was punched he changed his mind and demanded his money. This was not forthcoming, and he created a scene, which led to his arrest. Fined \$1.

## TOO MUCH SAMSHU.

Leung Yee, a chair cooler, was charged with (1) disorderly conduct while drunk in a restaurant at 11, Graham Street, (2) assaulting a waiter, (3) damaging property. He entered the restaurant and after having food and samshu attempted to leave without paying, saying to the waiter who interfered that he was going down the street to get his purse. Not naturally the waiter declined to let him pass, and the coolie assaulted him and knocked the furniture about. Fined \$3 and ordered to pay 20 cents compensation.

## CRUELTY TO A SLAVE.

A Chinese woman was prosecuted by P. S. Grant for cruelly ill-treating a girl, six years old. The girl, who was a slave, was covered with wounds and bruises, and the defendant, who admitted the charges, was fined \$10.

## BANDITRY.

P. S. Lee and a band of police on Saturday night raided a house at 17, Anson Lane, where a number of carpenters and fitters were gambling, with the result that 19 were placed before his Worship. The first and second were fined \$30 or one month's imprisonment and the remainder \$2 or five days.

## INGRATITUDE.

A Chinaman, who came from the mainland to pay a visit to a friend, showed his appreciation of the hospitality he received by stealing his friend's trousers. For this he was sentenced to fifteen days' imprisonment.

## THE PLAGUE.

During the past 48 hours, says the return issued at noon yesterday, there were twenty plague cases, eleven of which were fatal. Several were corpses found outside.

The total is now 759 cases, of which 707 were fatal. The number in the week ending 9th instant was 51 cases, with 43 fatalities.

It appears certain now, from various reports, that the disease is more virulent than usual in the Canton district, even isolated villages reporting cases.

## PROPERTY IN THE MARKET.

At their sales rooms yesterday afternoon Messrs. Hughes and Hough offered for sale by public auction all those pieces or parcels of ground registered in the Land Office as the remaining portion of Section A of Inland Lot No. 505, together with the messuages thereon known as Nos. 54 to 62, Stone Nullah Lane and Nos. 4 to 12 Wanchai Road. The property has an area of 3,694 feet or thereabouts. Bidding started at \$10,000 and ran up to \$20,100, but as this was below the upset price, the property was bought in.

## THE HONGKONG POLO CLUB.

GEORGE CUP.

The semi-final for the above Cup was played on Saturday, when Mr. Hastings and Mr. Ross teams met. After two evenly matched chukkers (the latter team won, by one subsidiary, the score being 1 goal and 1 sub. to one goal. The date for the final when the A Team has to play E Team has not yet been fixed. The following are the teams:—

A Team E Team  
Capt. Joslin Mr. C. H. Ross  
Major Peasley Capt. Ward  
Mr. J. W. Noble Capt. Kitson  
Mr. N. I. Whitty Mr. C. A. Menocal



## THE CHICAGO STOCK-YARDS.

SCANDALOUS REPORTS CONTRADICTED.

It is worthy of note that the American Government was moved to investigate the Chicago meat-packing industry by a recent Socialist novel written by Mr. J. Upton Sinclair, entitled "The Jungle." The Government departments are now investigating the conditions at the Chicago stock-yards, as a result of Mr. Sinclair's book.

The following are extracts from criticisms published in the *Literary Digest*. "We have to thank Mr. Sinclair for his 'Jungle' for having shown us the inside of the Chicago stock-yards," says one writer, adding "there has never been framed such a frightful indictment of American liberty and opportunity." It is a story of horrors, he continues, beside which the Belgian atrocities on the Congo "are as nothing." So terrible is Mr. Sinclair's indictment of existing conditions as to the Chicago stock-yards, that the *Chicago Evening Post* is moved to declare that the novel in such a case is "the only one of the kind, summing up before a jury whose only safeguard against bias is cynicism." Reviewers are dubious about how seriously his novel is to be taken. A writer in the *Tribune* declares that if the revelations in Mr. Sinclair's book are true, the packing industry, as now conducted, is morally and physically the foulest blot on twentieth-century civilization; yet, he qualifies, "it is possible that justification could be found for every statement made by Mr. Sinclair and still leave him guilty of exaggeration."

Another writer says: "The horrors crowd each other so thickly with them even a paragraph of relief that the reviewer forgets himself often more interested in the author's powers of lucidity than in the author's indignation so radically portrayed. He tells only of the sick and killed and sold for beef, of the chemical poisons used to reclaim tainted meat, of the diabolical formula used for making sausage, and other hideous secrets of economy in the Durham Company's packing-house. And, more particularly, he describes the roasts of the animals, the horrors of the packing-house, all of which he represents as being caused by the Durham system, which encourages the fiercest competition between hungry men for work, which takes every advantage of their ignorance, poverty, and weakness. He has exercised all his high powers to lay the scene before us, to convey the smell of it, an elemental stench, he says, and, in fact, it was rich, mixed, pungent, strong, that smell of the stock-yards and packing-house. And it is suggestive of Mr. Sinclair's dramatic method of making a small thing stand for something monstrous when he represents the peasant family who are to be victims of his tale as having 'travelled all the way from Lithuania to it.' The idea is, that it heralded to their unimagination the savagery, the stench, and moral destruction into which they were going."

It is reported from Washington that a meat packer named Wilson, on behalf of the Chicago meat-packer's association, denied the House Committee on Agriculture and denied the allegations made against the trade.

We would not be surprised to learn that these "denials" were as exaggerated as they were disgusting.

## THE SPAMAN AS HANDYMAN.

MANY MARINER'S ACHIEVEMENTS.

With the gradual decay of the old-fashioned "wind-jammer" and his brassy crew, it has been the fashion in some circles to deride the ability and resourcefulness of the present-day sailor man. But the mariner of today is frequently placed in an awkward position calling for tact and resourcefulness of the same quality if of a different character, as was displayed by some of the old school. An article in the *Nautical Magazine* dealing with an incident recently happened in South America illustrates the truth of the statement that, sailors are as resourceful in case of emergency as ever they were. The steamer "White Cross" came into collision with the steamer "Aboukir" in February last, and sustained serious damage to her bow, but she managed to reach Monte Video.

Captain Brecken was part at the time in command of the "Burmaholm," and receiving instructions from his owners by cable, he took full charge of the "White Cross" in order to get her out of her predicament in the best and cheapest possible way; the chief officer of the "White Cross" being meantime appointed to take charge of the "Burmaholm." His own instructions were to effect temporary repairs and ship home in ballast, but finding that such an exorbitant price was asked for the carrying-out of these temporary repairs, he made up his mind to proceed to undertake the job himself, and everyone set to work with a will. Captain Brecken, being in a foreign port, was surrounded by many difficulties and obstacles, but over these he triumphed, with the result that the "White Cross" was put in a perfectly seaworthy condition solely through the efforts of himself and his own men. A photograph of the steamer in the *Nautical Magazine* shows her in her temporarily repaired state. She had about 42 tons of cement and concrete in her hold, with a wooden bulkhead behind the rest of the cargo, and it amounted to one quarter of that which was demanded by the contractors at Monte Video, and by "getting to work" of them in such a way Captain Brecken merits the greatest praise. It is interesting to know that before his departure, Lloyd's agents at Monte Video recommended him for the post of Lloyd's Surveyor for the port, but acting on the advice of his owners he declined the matter day further. On completion of the repairs the "White Cross" loaded a grain cargo at La Plata for Antwerp, where it was turned out in good order and condition. This creditable work did not go by without due recognition at the hands of Captain Brecken's owners, Messrs. Rowland and Marwood. At a meeting of the Board of Directors of the Company, the chairman made suitable reference to the affair, and as a mark of the Company's esteem stated that he had pleasure in handing to the Captain a gold watch which bore the following inscription: "Presented to Captain George Brecken by Rowland and Marwood's Steamship Company, in appreciation of his services in repairing at Monte Video and bringing home the 'White Cross' after her collision with the 'Aboukir' 9th February, 1906." Another of the directors, Mr. Christopher Marwood, J.P., also dwelt on the excellent service which Captain Brecken had rendered.

According to a telegram, the Weibauve Gold Mines crushed 2,000 tons of ore in May, at an estimated cost of \$12,250. The yield was 140 oz. gold, worth about \$2,836, and 110 tons concentrates worth about \$11,000. The estimated profit for May was therefore about \$2,586. If they can keep that up, the shareholders will not grumble.

## THE DEVELOPMENT OF MANCHURIA.

PLANS OF JAPANESE GOVERNMENT.

The Japanese State Council on May 23rd considered the question of the development of Manchuria. A Tokyo dispatch states that a scheme was elaborated by the Manchuria Committee before the departure of Marquis Saionji on his tour of inspection in Manchuria, and was laid before the Cabinet. Now that the Premier had returned with a personal knowledge of the situation in Manchuria, the scheme was submitted to the consideration of the Elder Statesmen, and it is stated was approved by the Council.

The substance of the scheme as given in the Tokyo dispatch is that a company should be formed by the Government and private capitalists, jointly for working and developing the railways, mines and forests in Manchuria. The Government would contribute the railways, mines, and other property owned in Manchuria, as its share in the company, and the value of these properties, as they now stand, is estimated at about ¥700,000,000. As a working fund is required, the total capital of the company cannot be less than ¥100,000,000. In addition an enormous fund is required for the improvement of the railway system and the mines, and it is proposed to raise a loan of ¥100,000,000 on the security of the company's property.

The State Council eventually approved the following policy—based on the result of the Premier's tour—for the guidance for the Japanese operations in Manchuria:—

That the sovereignty of China in Manchuria should be respected, giving equal opportunity to all the Powers, and just enterprises of Japanese and Chinese should be encouraged for the development of Manchuria.

That the principle of military supremacy should be avoided, so that the natives might be convinced of the sincerity of Japan's intentions towards China.

It is considered, that the principle of military supremacy, if followed in Manchuria, will only arouse suspicions on the part of the Powers, which may adversely affect the diplomacy of the Empire. It is therefore thought advisable to avoid such a line of action in Manchuria, which would offend the authorities of South China. As aspirations are strong in China for the recovery of autonomy and the boycott of American goods, Japan's persistence of military supremacy in Manchuria would only result in hindering a peaceful settlement, and give an opportunity to two certain European Powers to cultivate better relations with China.

The State Council decided to withdraw the existing military administration offices in Manchuria as soon as practicable. The next question to be settled is the expenditure, which must be included in some way in the Budget—*Japan Chronicle*.

## BAD TRADE.

In the course of a grumbling letter to the *N. C. Daily News*, "A Merchant" writes:—"But Vladivostok is not the only market which has been shut. Another market, more important than Siberia, and which was wont to take large quantities of all kinds of goods through Shanghai, is anything but open. This is Newchwang. True the door is Newchwang is open, as the only Japanese port, but it is only open to you. The door is open, and truly there are no differential duties. But how much further can we get than the threshold of this open door? Newchwang itself is only a market like Shanghai, and does not itself consume the immense quantities of cargo which used to pass through its port. All these cargoes are for the hinterland, for the rich provinces of Manchuria. And now I come to the crux of the matter. In Manchuria as open as Newchwang harbour? Everybody who knows anything at all about it, will answer with me with an emphatic 'No.' If you want to get your goods out of Newchwang into the interior, Mr. Japanese will need you and tell you that the country is not yet open after the war, that military exigencies require that for the time being foreign goods should not enter, and he will tell you a good many other things. And if you insist after all and want to ship your goods on, he will most politely give you his honourable permission, but charge you such high railway freight that your goods are simply out of it. It is also true that Mukden is open. But in order to get there you have to make use of the Japanese railways, and therefore, as foreign goods are certainly not the same as those which Japanese imported goods are paying."

Now, Mr. Editor, I wish to ask: How long is this state of affairs to last? How long will British merchants and the British Government allow themselves to be so deceived and treated at the hands of their Allies, whose sailors they are banqueting with so much zest in England, while the Japanese are obstructing the entry of British and other foreign goods into Manchuria in a most systematic way, there cannot be the slightest doubt, in spite of the report to the contrary of the eminent British Legation Commercial Attache who was sent there by the authorities to investigate.

## THE NANCHANG CASE.

One of the most difficult and embarrassing cases of the Nanchang case so far as the Chinese Government is concerned is the autograph letter held by the French authorities written by the Nanchang Magistrate the day after his attempted suicide and before the trial which later necessitated the cause of death being shifted more directly to French shoulders. This letter, says the *Peking Times*, was written and sent before the Chinese realised that they must have some good excuse to offer for the terrible outrages committed on the foreigners, involving unfriendly relations with two Powers, and in the first announcement of the affair it will be remembered that suicide and not murder was mentioned. The Waipua is said to find great difficulty in getting over this letter, which is legally endorsed and which cannot be proved to have been written under any pressure. The letter, we understand, was a very friendly farewell to the priests, thanking them for previous friendship and support.

## LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of India* arrived at Shanghai at 1 a.m. on Saturday, the 9th inst., and left again at 8 p.m. same day for Hongkong, and is due here at 11 a.m. on Tuesday, the 12th inst.

The P.M.S. str. *Manchuria* sailed from Yokohama on the 10th inst., and is due here on the 21st inst.

The L.G.M. str. *Seydlitz* left Colombo on Saturday, the 9th inst., p.m., and may be expected here on or about Wednesday, the 20th inst., a.m.

The H.A.L. str. *Borussia*, from Hamburg, left Colombo for this port on the 5th inst., and may be expected here on the 15th inst., a.m.

The N.Y.K. str. *Nikko Maru* (Australian Line) left Nagasaki on the 9th inst., and is due here on the 12th inst.

## JAPAN'S TRADE IN MANCHURIA.

THE GOVERNMENT'S DECISION TO ASSIST MERCHANTS.

The efforts of Japanese merchants and manufacturers for extension of Manchurian trade have now assumed a practical shape. The Government, as we recently pointed out, having decided to give the protection asked for. The most promising trade in Manchuria is that of cotton piece goods. In 1904 the total amount of cotton fabrics imported into Manchuria reached 7,947,000 yards, of which American sheeting and drills totalled 3,613,000 and 1,704,000 yards, respectively. Japan's share amounted to only 18,000 yards, including 6,000 yards of sheeting and 12,000 yards of drill. As a means of extending the market for Japanese fabrics in Manchuria it is urged that uniform trade marks should be used, the quality of articles made uniform as far as possible, exports to be made in sufficiently large quantities as to establish an influence in the market; and that thoroughly reliable selling agents be appointed. As already reported, in order to attain this object the spinning and weaving companies—the Osaka Bosok, Miyu Bosok, Kinshin Sashiko, Jomima Orimono, and Okayama Bosok—have organised themselves into a guild and have appointed as Mitsui Bussan Kaisha their selling agents in Manchuria. The cotton goods to be exported by these companies will be of uniform quality and trade marks and endowments will be made to export annually at least 12,000 bales, valued at ¥1,200,000.

With regard to the Japanese cotton goods trade in Korea, the annual exportation of sheeting has now increased to 15,000 bales, valued at ¥1,800,000, while the value of American and English imports does not exceed ¥800,000. Efforts will also be made to further extend the trade in Korea. For this purpose the manufacturers interested have petitioned the Government for protection in the matter of circulation and transport facilities. Regarding the Manchurian trade they ask the Government for the same facilities in Korea, in which, as already pointed out, the value of Japanese exports is only ¥800,000, while the value of American and English imports does not exceed ¥800,000. Efforts will also be made to further extend the trade in Korea. For this purpose the manufacturers interested have petitioned the Government for protection in the matter of circulation and transport facilities. Regarding the Manchurian trade they ask the Government for the same facilities in Korea, in which, as already pointed out, the value of Japanese exports is only ¥800,000, while the value of American and English imports does not exceed ¥800,000.

The Government has decided to assist the Japanese cotton goods trade in Korea, in which, as already pointed out, the value of Japanese exports is only ¥800,000, while the value of American and English imports does not exceed ¥800,000. Efforts will also be made to further extend the trade in Korea. For this purpose the manufacturers interested have petitioned the Government for protection in the matter of circulation and transport facilities. Regarding the Manchurian trade they ask the Government for the same facilities in Korea, in which, as already pointed out, the value of Japanese exports is only ¥800,000, while the value of American and English imports does not exceed ¥800,000.

## NATIVE OPIUM.

It China is seriously desirous of restricting the consumption, says the British Government, the British and Indian Governments will cordially agree to any plan which may further that end and even at some sacrifices. All right thinking persons will endorse the sentiment here conveyed, but most of us here will also endorse the "if," remarks the *Peking Times*. We have noted with regret the efforts which the Chinese Government has been making to check the consumption of opium among its officials, there being only one who believes among his staff who indulges in the vice and he is a hard case. We have also heard with pleasure of restrictions being drawn up with regard to opium dens in Peking. But we have not heard and we fear it is not possible to hear that China has placed any restriction on the cultivation of the poppy, nor that any restriction has been taken place in the home production of opium. On the contrary, we have the recent Customs reports which tell us that native opium is increasing, and we purposely quote from Ichang where it is stated:—"Foreign Opium is practically unknown at Ichang. The Native Opium to be found in our tables is that which, whether produced in Yunnan, Kweichow, or Szechuan, is shipped at Chungking in large quantities and transhipped here in steamers for distant markets."

"The returns show a more than ten-fold increase in the native opium cultivation and it is the general opinion that opium-smoking in this district is still increasing. Chinese have remarked on the universal tolerance now accorded to the practice. The opium-smoker has no longer any reason to attempt to conceal his pleasant habit, or to retire to his satisfaction to the back of his house—now no longer patronised by the well-to-do. Every respectable house now has its junkie, and is expected to take, as well as offer, a few whiffs in the course of an ordinary visit. Opium-smoking among the Chinese has ceased to be generally regarded as a vice, and like tea-drinking in England, definitely taken a place among the customs of the country."

## POSSIBLE DUEL AT SHANGHAI.

Shanghai Foreign Settlement, twentieth century, and a duelling challenge. That is what it amounts to. Mr. Putnam Wade in his last book having referred to the conduct of the Italian troops at Peking in 1900, Major Narazini, Consul at Shanghai, writes that the author "grossly lied." In the following extract it is clearly suggested that if the English writer has sufficient honorability, he may stand up to a gentleman in uniform. Pistols for two, Happy Valley for one.

"The officers of the Italian Navy, who with right have to protect the glorious memory of their fellow brothers who fell in Peking, will do it by taking all these necessary steps which they will think fit to that effect, having first of all to carefully investigate the position of the author of the said book, in order to ascertain whether or not his honorability is up to such a grade as to allow him to be compared to those who with honour wear a military uniform."

Mr. Wade happened to be staying in Shanghai, and replied, quoting other writers to support his statements. As to a duel, we take the following to mean that he prefers a writ to a revolver.

"Finally the impertinence which the Italian Consul-General permits himself in assuming that he will investigate the position of the author would be promptly corrected did not the official position of a Consul-General representative of foreign nationality so shield him. Mr. Putnam Wade would beg to call attention, too, to the fact that he is neither an Italian subject nor yet a Spanish subject. He has the honour of being a British subject, and his conduct at all times is open to investigation under the usual legal forms in the Supreme Court of his Sovereign King—Edward VII., whom God preserve."

## HOME VIA SIBERIA.

The following letter to the *N. C. Daily News* contains information likely to interest many of our readers. We understand that the best route from Hongkong to Vladivostok is via Moji. "Traveller" seems prejudiced against the Dairen route, chiefly because of Japanese ignorance of sleeping accommodation. That is nonsense; we have known more sleeping cars than the Japanese.

Sir—A paragraph in one of your contemporaries announcing that the traffic on the Siberian Railway has been resumed, and that the fares are generally lower than before the war, must be received with caution. With the Government time-table before me, issued in 1902, I find that the fare from Vladivostok to Manchuria Station was 60 rubles 1st class, or 37 rubles 2nd class; from Manchuria to Moscow 100 rubles 1st class and 65 rubles 2nd class; and to Petersburg 111 rubles and 65 rubles respectively. Total; Vladivostok to Moscow 160, 1st class, and 102, 2nd class; or to Petersburg 171 rubles 1st class and 108 rubles 2nd class. The present rates are now given as Vladivostok to Moscow 257 rubles 1st class and 168 rubles 2nd class. To Petersburg 268 rubles 1st class, and 175 rubles 2nd class. These prices are cheap as compared with steamship rates when the objective is London, Berlin, or Paris and the additional fares are added to them, but it is a mistake to say that they are generally lower than before the war.

For travellers who are not intending to visit either Moscow or Petersburg, I might mention that the best way is to book to Alexandrovka, which is the frontier nearest to Berlin, and only a few hours from it. One changes at Toulon, takes a train to Vienna, and changes again into the main line train from Moscow to Warsaw. A saving both of time and money.

The ticket from Manchuria to Alexandrovka used to cost rubles 111 first-class and rubles 65 2nd class. But in all these prices some odd kopeks, but for convenience I have suppressed them. I may add that the second class is so luxurious that no-one thinks of taking first class. The food at the buffets used to be both plentiful and cheap.

Of course the quickest way is to go via Dairen, but if there is one thing that our gallant allies cannot do it is the management of a railway. With their baby rage, and their ignorance of passenger convenience, I fear the line from Dairen to Harbin, where one would join the Russian line, would be a sore infliction.

I think I understood the Russian Minister at Tokyo to advise people to travel on the Trans-Siberian before September, on account of the repatriation of the troops. I am, etc.

TRAVELLER.

## QUARANTINE STUPIDITY.

COMPLAINTS FROM THE "SIBERIA."

The *Japan Globe* publishes the following interesting letter received by a correspondent from a passenger on the "Siberia," which, as we reported before, was in quarantine at Yokohama.

"This is really the climax of my pleasure and recreation trip in Japan. I am a victim of the 'Siberia' placed into quarantine for 12 days and 12 nights. Boarded this ill-fated steamer last Saturday at Kobe expecting to sail on the Japanese steamer for 'Peking' on June 5th. I now lose likewise my berth engaged on the 'America' for Harbin. My entire trip through Japan has been one of annoyance and disappointment, save my sojourn at Nagaya, which was rendered very pleasant through the company of Mr. —, and what a farewell comedy this is! One of the stokers having been ill, he was pronounced to be stricken with the plague. 'Got he been kept aboard 24 hours after such a verdict, at the risk of everyone concerned. Yesterday, he was taken ashore, and he was well and recovered. He refused three hearty meals and has nothing to complain of. Still all passengers are subjected to such unnecessary severity and actual loss."

"Yesterday we were all given a bath in two divisions. On the return of the morning division to the 'Siberia,' the afternoon division, which had not been disinfecting, were permitted to mingle with us, passengers and ship's crew. Just a stick of such an enormous stink and stink. Next, nearly all passengers bore for calling for the spray of disinfection, took off their clothes, suspect of infection, changing some for clothes taken from the bottom of their trunks. Clean clothes have been disinfected, whereas the infected clothes remained as they were within the cabins. I never before witnessed such a swindle of quarantining people."

## WONDERS OF "WIRELESS."

An American exchange has the following interesting dispatch, which we would fain believe:—

New York, 1st May. *The World* says: It is a question whether the officials of the French line are prouder of the wireless telegraph record or the speed record which their own ship, *La Provence*, established on her maiden trip across the Atlantic. She arrived off Sandy Hook at 1 p.m., having made the run from Havre in six days, nine hours and ten minutes. The old record was six days, nine hours and twenty minutes. It was held by *La Lorraine*. The wireless telegraph record was even more satisfactory than this. It had long been the ambition of Atlantic navigators to carry on a continuous service on both shores of the ocean at the same time, but none of them could quite manage it. The last remained for the new French ship. The wireless telegraph operator aboard *La Provence* was in constant communication with Poldhu, on the coast of Cornwall, from the time the ship got clear of Havre. The ship was 1,800 miles from Poldhu and 1,700 miles from Cape Cod at 2 o'clock on a certain day. The operator in Poldhu station, at that moment, was sending latest news of the San Francisco disaster to *La Provence*, to be published in the ship's daily newspaper. The dots and dashes were shaping briskly and the message was floating smoothly. There was a pause as the operator reached the end of a paragraph. The instrument was silent. Suddenly the dots and dashes began snapping and crackling again, but, instead of earthquake news from San Francisco, they were spelling out scary details about manhole covers being blown off the sewers in New York's garage district. The operator on *La Provence* threw over his transmitting switch. "What do you mean, Poldhu?" he asked, "by mixing up messages? Go ahead with your San Francisco stuff." "I'm not P. H. M.," came the reply. "I'm sending from Cape Cod, in America. Who are you?" "This is *Provence*, the new French liner," the *Provence* man replied; "report us all well. Wait a minute till I finish with Poldhu." So the Cape Cod man kept silent until *La Provence* called him a few minutes later.

## KODAKS AT HOME PRICES.

No. 3 FOLDING POCKET KODAK (E3-12-6d.) \$38.00

4 CARTRIDGE (E5-15-0d.) \$60.00

No. 17, QUEEN'S ROAD.

LONG, HING &amp; CO.

BEIERSCH-BIERBROUWERIJ

"DE AMSTEL."

AMSTERDAM

ABSOLUTELY

PASTEURIZED

EXPORT

PILSENER

BEER.

FROM

SEDIMENT.

Per Case 4 Doz. Quarts ... \$16.50

1 " 1 " 4.15

6 " 1 " 16.50

1 " 1 " 2.75

SOLE AGENTS

H. PRICE &amp; CO.

12, QUEEN'S ROAD CENTRAL.

TELEPHONE No. 145.

SHANGHAI CEMENT TILE WORKS.

The second ordinary general meeting of the A. Butler Cement Tile Works, Limited, was held at Shanghai on June 5th.

The Chairman, Mr. H. Mandl, said:—"The profits made in this second year of our existence come to over 10 per cent. of our capital; we have no bad debts to provide for; and we have no liabilities whatever; and therefore, I think, we are entitled to claim that we stand on a safe and sound basis. There is nothing in the accounts that calls for any special comment. After the necessary provision for depreciation on plant, machinery, and buildings, your Directors recommend you to deal with the remaining balance of S. \$15,455.53 as follows:

To pay a dividend of S. \$300 p. share, i.e., 6 per cent. p. a. ... S. \$3,600.00

To pay a bonus to the Agent and Superintendent as stipulated by agreement ... S. \$15,000.00

and to carry forward to new Profit and Loss Account ... S. \$130.53

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## SHIPPING.

**ARRIVALS.**  
Cito, British steamer, 1,070, Henry D. Wilkin, 10th June—Tinghai 7th June.  
Krems, British steamer, 1,727, E. Conrad, 10th June—Tucuma (C. & A.) 10th May, Flour, Lumber and Salmon—Butterfield & Swire.

Kiungang, British steamer, 1,224, W. O. Jones, 10th June—Shanghai and Swatow 9th June, General—Butterfield & Swire.  
Kumano Maru, Japanese steamer, 3,147, H. Fraser, 11th June—Melbourne 10th May, General—Nippon Yusen Kaisha.  
Kwanglung, Chinese steamer, 1,408, R. Lincoln, 11th June—Shanghai 9th June, General—Chinsee.

Kwongkong, British steamer, 1,328, W. P. Baker, 11th June—Shanghai 6th June and Swatow 10th June, General—Jardine, Matheson & Co.  
Mercedes, British steamer, 3,500, J. S. McGregor, 11th June—Tinghai 8th June.  
Sarkis Rickmers, British steamer, 690, J. R. Nabel, 11th June—Newchwang 3rd June, General—Chinsee.

Salazie, French steamer, 2,088, A. Lland, 11th June—Yokohama and Shanghai 8th June, Mails and General—Messageries Maritimes.

Starkach, German steamer, 900, Lombard, 10th June—Shanghai 9th June, General—Jensen & Co.

Taiwan, British steamer, 1,121, J. T. Lland, 11th June—Shanghai via ports 3rd June, General—Owen Shoen Kaisha.

Toukang, French steamer, 3,143, Girard 11th June—Macao and Saigon 9th June, Mails & General—Messageries Maritimes.

Yamato, Japanese steamer, 780, A. Hansen, 11th June—Shanghai via ports 8th June, General—Jensen & Co.

Zapfen, British steamer, 1,118, R. Rodger, 11th June—Macao 9th June, General—Shewan, Tomes & Co.

## CLEARANCES.

At the Harbour Master's Office.  
June 11th.  
Aperu, German steamer, for Hongkong.  
Shanghai, British steamer, for Shanghai.

## DEPARTURES.

June 11th.  
Blany, Norwegian steamer, for Sourabaya.  
Japan, British steamer, for Shanghai.  
Larbert, British steamer, for Saigon.  
Yokohama, British steamer, for Shanghai.

## SHIPPING REPORTS.

The British steamer, Mercedes reports: Hot line weather with fresh S.W. monsoon all the way. The British steamer, Taiwan reports: Moderate S.W. monsoon wind and sea from Poochow to port.

The British steamer, Zapfen reports: Light to moderate westerly wind, smooth water, fine clear weather all the way over.

The British steamer, Kiungang reports: Shanghai to Swatow strong southerly winds and fog; to port moderate S.W. monsoon.

## VESSELS IN DOCK.

June 11th.  
ABERDEEN DOCKS.—  
Kowloon Dock: Lanchester, Altin, H.M.N. Steamer, Hellen, Ouphale, Grande, Hainan, Coe, Captain Puck.

## VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.  
FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship.  
"TOURANE,"  
Captain Girard, will be despatched for the above ports TO-DAY, 12th inst., at 11 A.M.  
For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 11th June, 1906. [1229]

FOR SHANGHAI AND CHINKIANG.  
(Taking Cargo at through rates to Tientsin and Chemulpo.)

THE Steamship.  
"KOWLOON,"  
Captain C. Stehr, will be despatched for the above ports TO-DAY, 12th inst., at 4 P.M.  
For Freight, apply to  
SIEMSEN & CO.,  
Agents.  
Hongkong, 8th June, 1906. [1229]

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND POOCHOW.

THE Company's Steamship.  
"HAICHING,"  
Captain A. E. Hodgins, will be despatched for the above ports TO-MORROW, the 13th inst., at 2 P.M.  
For Freight or Passage, apply to  
DOUGLAS LARPAIK & CO.,  
General Managers.  
Hongkong, 9th June 1906. [1236]

COMPAGNIE DES CHARGEURS REUNIS.  
FOR CALLAO (PERU).

THE Company's Steamship.  
"AMIRAL EXELMANS,"  
3,500 Tons, Captain E. Goss, will be despatched for the above ports TO-MORROW, the 13th inst., at 4 P.M.  
Also taking Passengers and Freight to Port of Chile and South or Central America, if sufficient inducement offers.  
For further particulars as to Passage and Freight apply to  
G. DE CHAMPEAUX,  
Agent.  
(Messageries Maritimes Co.)  
Hongkong, 8th June, 1906. [1237]

FOR SINGAPORE & CALCUTTA.

THE Steamship.  
"LOMBARD,"  
will be despatched for the above ports on THURSDAY, the 14th inst., at Noon.  
For Freight and further particulars apply to  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 11th June, 1906. [1237]

THE ORIENTAL PACIFIC LINE.  
FOR SAN FRANCISCO VIA PORTS.

THE Steamship.  
"APPALACHEE,"  
will be despatched for the above ports on WEDNESDAY, the 20th of June.  
For Freight and further particulars apply to  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 31st May, 1906. [1184]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTION.	1. From Green Island to the Harbour Master's.	2. From Harbour Master's to Blake Pier.	3. From Blake Pier to Naval Yard.	4. From Naval Yard to East Point.
DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN
LONDON & C. VIA USUAL PORTS OF CALL.	DONGOLA	Brit. str.	—	G. Phillips
LONDON & ANTWERP VIA SINGAPORE, &c.	PALAWAN	Brit. str.	—	A. F. Street
LONDON & ANTWERP	BENLONON	Brit. str.	—	Henderson
LONDON, AMSTERDAM & ANTWERP	DECCALION	Brit. str.	1 m.	—
LONDON, AMSTERDAM & ANTWERP	AXAX	Brit. str.	1 m.	—
LONDON, AMSTERDAM & ANTWERP	PROMETHEUS	Brit. str.	1 m.	—
LONDON, AMSTERDAM & ANTWERP	PINGSBY	Brit. str.	1 m.	—
MARSEILLES & C. VIA PORTS OF CALL.	SALAZIE	Frans. str.	—	R. Meyer
BREMEN, VIA PORTS OF CALL.	PREUSSEN	Ger. str.	k.w.	Schmidt
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	ACILIA	Ger. str.	k.w.	Schuelke
HAVRE & HAMBURG VIA STRAITS, &c.	RIKMANIA	Ger. str.	k.w.	von Hoff
HAVRE & HAMBURG VIA STRAITS, &c.	SCHWARZBURG	Ger. str.	k.w.	Luning
HAVRE & HAMBURG VIA STRAITS, &c.	ALESIA	Ger. str.	k.w.	Muller
COSENHAGEN & BALTIC PORTS.	CAMBODIA	Dan. str.	—	—
TRIESTE & C. VIA SINGAPORE, &c.	NIPPON	Am. str.	—	Tamovich
GENOA, MARSEILLES & LIVERPOOL.	HYSON	Brit. str.	1 m.	—
NEW YORK VIA PORTS & SUEZ CANAL.	PATROCLOS	Brit. str.	—	Wilkes
NEW YORK VIA PORTS & SUEZ CANAL.	SIDRAHMA	Brit. str.	—	—
NEW YORK VIA PORTS & SUEZ CANAL.	ANGLO SAXON	Am. str.	—	—
NEW YORK VIA PORTS & SUEZ CANAL.	EMPEROR OF INDIA	Am. str.	2 m.	—
VANCOUVER VIA SHANGHAI, JAPAN, &c.	ATHENIAN	Brit. str.	1 m.	—
VANCOUVER VIA SHANGHAI, JAPAN, &c.	ATENA	Brit. str.	1 m.	—
VICTORIA (B.C.) SEATTLE, &c. VIA JAPAN.	LYRA	Am. str.	—	S. V. Williams
VICTORIA (B.C.) & TACOMA VIA JAPAN.	NIOMEDIA	Ger. str.	—	Waggonner
PORTLAND, OREGON VIA SHANGHAI, &c.	APALACHEE	Frans. str.	—	F. Goss
SAN FRANCISCO VIA PORTS	PRINZ WALDEMAR	Ger. str.	—	Wolters
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	McArthur
AUSTRALIAN PORTS VIA MANILA	AUSTRALIAN	Brit. str.	—	C. C. Talbot, R.N.R.
AUSTRALIAN PORTS VIA MANILA	SARDINIA	Brit. str.	—	—
YOKOHAMA VIA SHANGHAI, MOI & KOBE	TIJANAS	Dut. str.	—	—
YOKOHAMA VIA SHANGHAI	CHOYANG	Brit. str.	—	—
SHANGHAI	TOURANE	Frans. str.	—	—
SHANGHAI, KOBE & YOKOHAMA	TAISHAN	Brit. str.	—	J. T. Lland
SHANGHAI VIA SWATOW, AMOY & POOCHOW	WONGANG	Brit. str.	—	C. Stehr
SHANGHAI & CHINKIANG	KUANG	Brit. str.	1 m.	C. L. Daniel
SHANGHAI VIA SWATOW	DIJIA	Brit. str.	—	T. Nemoto
SHANGHAI	MARWARI	Brit. str.	—	—
SHANGHAI, KOBE & YOKOHAMA	SHOHU MARU	Jap. str.	—	—
SHANGHAI VIA SWATOW, AMOY & POOCHOW	GNEISENAU	Ger. str.	—	—
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	OSHIN MARU	Jap. str.	—	—
TAMSAI VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	—	—
TAMSAI VIA SWATOW & AMOY	MAIDORI MARU	Jap. str.	—	—
AMOY, STRAITS & RANGOON	SAIDA	Brit. str.	—	—
AMOY, MANILA, CEBU & LOLO	SCORPION	Brit. str.	1 m.	A. E. Hodgins
SWATOW, AMOY & POOCHOW	HAICHING	Brit. str.	2 h.	R. Rodger
MANILA	TAMING	Brit. str.	—	E. Almond
MANILA	LONGSANG	Brit. str.	—	F. Sembl
MANILA	ZAPIRO	Brit. str.	—	—
MANILA	RUBI	Brit. str.	—	—
MANILA	BORNEO	Ger. str.	—	—
KUDAT & SANDAKAN	KUTANG	Brit. str.	—	—
SINGAPORE, PENANG & CALCUTTA	LOMBARD	Brit. str.	—	—
SINGAPORE & CALCUTTA	CAERWAR	Brit. str.	—	—
SINGAPORE & CALCUTTA DIRECT	LIGHTNING	Brit. str.	—	J. G. Spence

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI INLAND SEA OF JAPAN, MOI, KOBE AND YOKOHAMA FOR  
OPERATING IN  
OREGON RAILROAD & NAVIGATION CO  
CONNECTION WITH THE  
STEAMSHIP  
Tons. CAPTAIN TO SAIL AT DAYLIGHT  
"NICOMEDIA" 4,370 Waggonner June 16th, 1906.  
"NIMANTIA" 4,370 Feldmann July 14th, 1906.  
Through Bills of Lading issued to Pacific Coast Ports and to Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to  
S. SILVERSTONE, Acting General Agent.  
Hongkong, 12th June, 1906. [113]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMSHIP	TO SAIL	REMARKS.
SHANGHAI	DELTA	About 14th June	Freight and Passage.
LONDON & C. VIA USUAL PORTS OF CALL.	DONGOLA	Noon, 16th June	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, CLOMBO and PORT SAID	PALAWAN	About 20th June	Freight and Passage.
YOKOHAMA VIA SHANGHAI, MOI and KUBE	SARDINIA	About 23rd June	Freight and Passage.

For further Particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 12th June, 1906. [11]

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon staterooms, Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
ZALIRO	2540	R. Rodger	Manila	On 16th June, NOON.
RUDI	2540	R. Almond	Manila	On 23rd June, NOON.

For Freight or Passage apply to  
SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.  
Hongkong, 4th June, 1906. [15]

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.  
FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).  
S.S. "ANGLO SAXON" ... On 10th July.  
For freight and further information apply to  
SHEWAN TOMES & CO.,  
GENERAL AGENTS  
Hongkong, 30th May, 1906. [19]

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)  
FOR  
SHANGHAI "CHOYANG" ... Tuesday, 12th June, 4 P.M.  
SINGAPORE, PENANG & CALCUTTA "KUTSANG" ... Tuesday, 12th June, 3 P.M.  
SHANGHAI VIA SWATOW "WOSANG" ... Tuesday, 12th June, 4 P.M.  
MANILA "LOONGSANG" ... Friday, 15th June, 4 P.M.  
These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
Taking Cargo on Through Bills of Lading to Cheloo, Tientsin, Newchwang & Yangtze Ports.  
For Freight or Passage, apply to  
HONGKONG, 9th June, 1906. JARDINE, MATHESON & CO., GENERAL MANAGERS. [18]

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.  
THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days across the Pacific is the "EMPERESS LINE" Saving 3 to 7 days' Ocean Travel 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER.  
PROPOSED SAILINGS (Subject to Alteration).  
LEAVE HONGKONG ARRIVE VANCOUVER  
"EMPERESS OF INDIA" 6,000 Tons WEDNESDAY, 20th June ... 11th July.  
"ATHENIAN" 3,882 " WEDNESDAY, 27th June ... 21st July.  
"EMPERESS OF JAPAN" 6,000 " WEDNESDAY, 11th July ... 1st Aug.  
"MONTEAGLE" 5,500 " WEDNESDAY, 18th July ... 11th Aug.  
"EMPERESS OF CHINA" 6,000 " WEDNESDAY, 1st Aug. ... 22nd Aug.  
"TARTAR" 4,425 " WEDNESDAY, 8th Aug. ... 1st Sept.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PACIFIC OVERLAND TRAINS, TRAVEL FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.  
Hongkong to London, 1st Class ... via St. Lawrence 200; via New York 262.  
Intermediate on Steamers ... 240, ... 242.  
and 1st Class Rail ...  
R.M.S. "MONTEAGLE" "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only to intermediate rates, affording superior accommodation for that class. Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Service, and to European Officials in the Service of Chinese and Japanese Governments.  
For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to  
D. W. CHADDOCK, Acting General Agent.  
Corner Leeder Street and Piny, opposite Blake Pier.  
[5]

HAMBURG-AMERIKA LINIE.  
OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)  
DESTINATION SAILING DATE  
ANDALUSIA ... HAVRE, BREMEN and HAMBURG ... On 20th June Freight.  
ACILIA ... HAVRE and HAMBURG ... On 25th June Freight.  
RHENANIA ... HAVRE and HAMBURG ... On 4th July Freight & Passengers.  
SCHWARZBURG ... HAVRE and HAMBURG ... On 20th July Freight.  
ALESIA ... HAVRE and HAMBURG ... On 6th Aug. Freight.  
SPEZIA ... HAVRE and HAMBURG ... On 20th Aug. Freight.

\* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabin staterooms. Lighted throughout by electricity. Daily qualified doctor and stewardess are carried.  
For Further Particulars, apply to  
HAMBURG-AMERIKA LINIE.  
HONGKONG OFFICE, KIO'S BUILDING. [12]

## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN and BLACK SEA PORTS.

THE Steamship  
"SALAZIE,"  
Captain Aillard, will be despatched for MARSEILLES on TUESDAY, the 12th June, at 1 P.M.  
Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transshipment at Colombo.  
Cargo also booked for principal places in Europe.  
Next sailings will be as follows:  
S.S. "OCEANUS" ... 26th June.  
S.S. "TOURANE" ... 10th July.  
S.S. "TONKIN" ... 24th July.  
S.S. "ARMAND BEHIC" ... 7th Aug.  
S.S. "ERNEST SIMONS" ... 21st Aug.  
G. DE CHAMPEAUX, Agent.  
Hongkong, 30th May, 1906. [3]

BROCKLEBANK LINE TO THE FAR EAST.

STEAM TO SHANGHAI, KOBE AND YOKOHAMA.

THE British Steamship  
"MARWARRI,"  
will leave for the above ports on FRIDAY, the 15th inst., at 4 P.M.  
For Freight, apply to  
SANDER, WIELER & CO.,  
Agents.  
Hongkong, 8th June, 1906. [1235]

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship  
"ZAIDA,"  
Captain A. M. Thurl, will be despatched as above on THURSDAY, the 14th inst., at DAYLIGHT.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
Agents.  
Hongkong, 8th June, 1906. [1228]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.

THE Steamship  
"DONGOLA,"  
Captain G. Phillips, carrying His Majesty's Mails, will be despatched from this for MARSEILLES and LONDON DIRECT via COLOMBO on SATURDAY, the 16th June, at Noon, taking passengers and cargo direct for the above ports, calling at the Col. as follows: for BOMBAH.  
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 4th June, 1906. [1]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KALCATH, ADEEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BLANZ, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship  
"NIPPON,"  
Captain Tamazovich, will be despatched as above on TUESDAY, the 3rd July.  
This Steamer has capital accommodation for passengers, electric light and carries a doctor.  
For information as to Passage and Freight, apply to  
SANDER, WIELER & CO.,  
Agents,  
Princes Buildings,  
Hongkong, 6th June, 1906. [13]

HONGKONG-MACAO LINE.

S.S. "WU CHAI,"  
Captain T. Austin, S.A.I.

This Steamer departs from Hongkong, on Week Days, at 7.30 A.M., and on Sundays at 8.00 A.M.; Departs from Macao on Week Days about 2.30 P.M., and on Sundays at 3.30 P.M., if tide permits.

Fares—(week days) 1st Class (including cabin and servant), Single 83, Return Ticket 88. 2nd Class 51. 3rd Class 50 cents.

Every Sunday will be on Excursion, at the following rates:  
1st & 2nd Class, Single Ticket 32, Return 33. 1st Class, Single with Cabin 33, Return 35. 3rd Class, Single 50 cents, Return 50 cents, Steamer 10 cents.

Meals can be supplied on board, at 31 per cent.

First Class Passengers who do not care to return on the Excursion Sunday will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electric Light. The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & CO.  
2nd Floor, 15, Victoria Street,  
Hongkong, 7th October, 1904. [21]



# OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

**JOINT SERVICES.**  
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.  
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN  
AND SUMATRA PORTS.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"PATROCLUS"	On 14th June.
GLASGOW AND LIVERPOOL	"PINGSUEY"	On 21st June.
GLASGOW AND LIVERPOOL	"ORESTES"	On 28th June.
GLASGOW AND LIVERPOOL	"OANPA"	On 5th July.
GLASGOW AND LIVERPOOL	"ASTYANAX"	On 12th July.
HOMEWARDS.		
TO	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"DEUCALION"	On 19th June.
"GENOA, MARSEILLES and LIVERPOOL	"HYSON"	On 26th June.
LONDON, AMSTERDAM and ANTWERP	"AJAX"	On 3rd July.
LONDON, AMSTERDAM and ANTWERP	"PROMETHEUS"	On 10th July.
"GENOA, MARSEILLES and LIVERPOOL	"PATROCLUS"	On 17th July.
LONDON, AMSTERDAM and ANTWERP	"PINGSUEY"	On 24th July.

\* Taking Cargo for Liverpool at London Rates.  
**TRANS-PACIFIC SERVICE.**  
Operating in conjunction with

## THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.  
EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & ALL PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO.	"OANPA"	On 7th July.
WESTWARD.		
FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA & PACIFIC COAST	"TEUCER"	On 14th July.

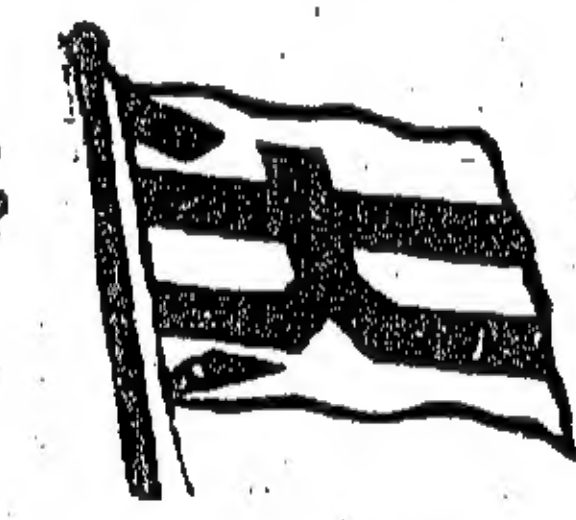
For Freight, apply to—  
**BUTTERFIELD & SWIRE,**  
HONGKONG, 24th May, 1906. AGENTS. [940]

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	On 12th June.
SHANGHAI	"KIUKIANG"	On 19th June.
AMOI, MANILA, CEBU & ILOILO	"SUNGKIANG"	On 26th June.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TO W.N. CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 27th June.

\* The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified  
Surgeon is carried.  
\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
\* Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.  
For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
HONGKONG, 8th June, 1906. AGENTS. [11]



# OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMU VIA SWATOW AND AMOI	"JOSHIN MARU"	SUNDAY, 17th June, at 10 A.M.
TAMU VIA SWATOW AND AMOI	"DAIGI MARU"	SUNDAY, 24th June, at 10 A.M.
ANPING VIA SWATOW AND AMOI	"MAIDZURU MARU"	THURSDAY, 14th June, at 10 A.M.
SHANGHAI VIA SWATOW, AMOI AND FOCHOW	"SHOSHU MARU"	TUESDAY, 19th June, at 10 A.M.
SHANGHAI VIA SWATOW, AMOI AND FOCHOW	"TAISHAN"	WEDNESDAY, 13th June, at 10 A.M.

\* These Steamers have excellent accommodation for First-class Passengers, and are fitted  
throughout with electric light. Unrivalled Table.  
\* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
For Freight, Passage, and further information, apply at the Company's local Branch Office  
Second Floor, No. 1, Queen's Building.  
Hongkong, 9th June, 1906. T. ARIMA, Manager. [14]

# NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.  
CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C. AND TACOMA  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
LYRA	4,417	G. V. Williams	On 3rd July.
SHAWMUT	9,606	E. V. Roberts	On 27th July.
TREMONT	9,606	T. W. Garlick	On 22nd August.

\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior  
Accommodation for First and Second Class Passengers. The large size of these vessels ensures  
a smooth sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried  
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.  
For further information apply to—  
**DODWELL & CO., LIMITED,**  
HONGKONG, 25th April, 1906. GENERAL AGENTS. [7]

# IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.  
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,  
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBOURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON  
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.  
STEAMERS.

STEAMERS	SAILING DATES.
PIREUSSEN	29th June
ZETEN	4th July
ROON	11th July
SEIDLITZ	18th July
BAYERN	1st August
PRINZ REGENT LUITPOLD	15th August
PRINZ EITEL FRIEDRICH	22nd August
SACHSEN	29th August
PRINZ HEINRICH	5th September
ROON	12th September
PRINZ LUDWIG	19th September
ROON	26th September

ON WEDNESDAY, the 20th day of JUNE, 1906, at Noon, the Steamship "PIREUSSEN"  
Captain R. Meyer, with MALES, PASSENGERS, SPECIE, and CARGO, will leave  
this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 18th June. Cargo and  
Specie will be received on Board until 5 P.M. on THURSDAY, the 14th June, and Parcel  
will be received at the Agency's Office until Noon, on THURSDAY, the 14th June.  
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,  
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.  
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	\$21 0 0	\$12 0 0	\$22 0 0
return	\$91 0 0	\$53 0 0	\$33 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	\$51 0 0	\$44 0 0	\$24 0 0
return	\$97 0 0	\$68 0 0	\$38 0 0

TO NEW YORK VIA SUEZ

	1st Class	2nd Class	3rd Class
VIA NAPLES, GENOA OR GIBRALTAR	\$64 0 0	\$44 0 0	\$26 0 0
return	\$115 0 0	\$79 0 0	\$47 0 0
VIA BREMEN OR SOUTHAMPTON	\$68 0 0	\$46 0 0	\$27 0 0
return	\$123 0 0	\$83 0 0	\$49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and  
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,  
GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's  
expense.

TOUR VIA INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co. from  
SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.  
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.  
INTERRUPTION OF THE VOYAGE IN EGYPT.

Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean  
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer  
from PORT SAID.

# JAPAN-CHINA-AUSTRALIAN LINE. VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,  
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY  
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES
PRINZ WALDEMAR	29th June
PRINZ SIGISMUND	6th July
WILHELM	13th July

ON TUESDAY, the 26th JUNE, at Noon, the Steamship "PRINZ WALDEMAR,"  
Captain Wolzmann, with Males, Passengers and Cargo, will leave this port as above.  
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.  
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00
TO NEW GUINEA	\$28.00	\$18.00	\$14.00
TO BRISBANE	\$28.00	\$18.00	\$14.00
TO SYDNEY	\$28.00	\$18.00	\$14.00
TO MELBOURNE	\$28.00	\$18.00	\$14.00
TO YOKOHAMA	\$80.00	\$60.00	\$40.00
TO KOBE	\$80.00	\$60.00	\$40.00
TO YOKOHAMA and back from KOBE	\$140.00	\$100.00	\$60.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	\$137.00	\$90.00	\$50.00
TO EUROPE VIA AUSTRALIA AND AMERICA	\$137.00	\$90.00	\$50.00
From Australia to New York via Vancouver by the V.P.R. Co's steamers, or via San Francisco by the O. & S.S. Co's steamers, and from New York to Europe by the Magnificent Express Steamers of N.D.L.			

SAILINGS OUTWARDS.

SHANGHAI, NAGASAKI, "GNEISENAU" ... Wednesday, 20th June.

SHANGHAI, NAGASAKI, "BAYERN" ... Wednesday, 4th July.

\* YOKOHAMA and KOBE ... "PRINZ SIGISMUND" ... Wednesday, 4th July.

\* Branching Yokohama in less than six days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San  
Francisco to New York by the G.P.R. Co's steamers P.M.S.S. Co., O. & S.S. Co.,  
N. K. K. and from New York to Europe by the Magnificent-Express Steamers of the  
Norddeutscher Lloyd are issued at the following Rates:—

	1st Class	2nd Class	3rd Class
To London via Plymouth or Southampton	\$132.00	\$83.00	\$50.00
To Bremen	\$65.00	\$40.00	\$25.00
To Paris via Cherbourg	\$65.00	\$40.00	\$25.00
To Naples, Genoa via Gibraltar	\$65.00	\$40.00	\$25.00

For further Particulars, apply to  
**MELCHERS & CO., AGENTS.**  
Hongkong, 9th June, 1906. [5]

# EUROPEAN & AUSTRALIAN SERVICE.

SHANGHAI, NAGASAKI, "GNEISENAU" ... Wednesday, 20th June.

SHANGHAI, NAGASAKI, "BAYERN" ... Wednesday, 4th July.

\* YOKOHAMA and KOBE ... "PRINZ SIGISMUND" ... Wednesday, 4th July.

\* Branching Yokohama in less than six days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San  
Francisco to New York by the G.P.R. Co's steamers P.M.S.S. Co., O. & S.S. Co.,  
N. K. K. and from New York to Europe by the Magnificent-Express Steamers of the  
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To Paris via Cherbourg	\$65.00	\$40.00	\$25.00
To Naples, Genoa via Gibraltar	\$65.00	\$40.00	\$25.00

For further Particulars, apply to  
**MELCHERS & CO., AGENTS.**  
Hongkong, 9th June, 1906. [5]

# REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL  
(WITH LIBERTY TO CALL AT MALABAR  
COAST).

PROPOSED SAILINGS FROM HONGKONG,  
1906

STEAMERS	SAILING DATES
"SIKH"	About
"WRAY CASTLE"	23rd June

For Freight and further information, apply to  
**DODWELL & CO., LD.**  
Agents.  
Hongkong, 29th May, 1906. [787]

# EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,  
CALLING AT MANILA, TIOBA, PORT DARWIN and  
QUEENSLAND PORTS, and taking through  
CARGO to ADELAIDE, NEW ZEALAND,  
TASMANIA, &c.)

THE Steamship  
"AUSTRALIAN,"  
Captain McArthur, will be despatched for the  
above Ports on SATURDAY, the 30th inst., at  
NOON.  
This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Chamber,  
which ensures the supply of Fresh Provi-  
sions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with  
the Electric Light.  
A Stewardess and a daily qualified Surgeon  
are carried.  
N.B.—To assure the additional comfort of  
passengers the steamers of the Company have  
electric fans fitted in state-rooms.  
For Freight or Passage, apply to  
**GIBB, LIVINGSTON & Co.,**  
Agents.  
Hongkong, 6th June, 1906. [1218]

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS...	JAVA	First half of June	JAPAN via SHANGHAI	Second half of June
TJILATJAP...	JAPAN	Second half of June	JAVA PORTS	Second half of June
TJILIWONG...	JAVA	First half of July	JAPAN via SHANGHAI	First half of July
TJIMAH...	JAPAN	First half of July	JAVA PORTS	First half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a  
limited number of Saloon Passengers, and will take Cargo to all Netherland-Indian ports on  
through Bills of Lading.

For Particulars of Freight and Passage, apply to the  
HEAD AGENCY OF THE  
**JAVA-CHINA-JAPAN LIJN.**  
Telephone No. 375.

York Buildings, 1st Floor.  
Hongkong, 4th June, 1906. [16]

# THE EAST ASIATIC CO. LTD. COPENHAGEN.

NOTICE.

STEAM FOR  
COPENHAGEN AND BALIC PORTS.

THE Steamship  
"CAMBODIA,"  
Ready to load on or about WEDNESDAY, the  
13th June.

S.S. "NORDKAP,"  
Ready to load on or about Middle of July.  
For Freight, apply to  
**THE EAST ASIATIC CO. LTD.,**  
MELCHERS & CO.,  
Agents.  
Hongkong, 25th May, 1906. [1111]

# SHIPPING IN PORT.

STEAMERS.

AEON, British str., 2,200, Downer, 5th June—  
Sydney 11th May, Col.—Messageries  
Maritimes.

ALDENHURST, British str., 1,354, W. W. Adam,  
8th June—Saigon 1st June, Rice.—Dod-  
well & Co.

AMIGO, German str., 2,771, N. Balser, 5th  
June—Hilo 31st May, Sugar and Wood.—  
Jensen & Co.

AMIRAL EXELMANS, French str., 3,141, Gens  
1st June—from Tokyo.—Messageries Mar-  
itimes.

ANDRÉE RICKMERS, German str., 1,021, Chr.  
Kumpel, 3rd June—Bangkok 27th May,  
Rice.—Butterfield & Swire.

ANGEL, German str., 1,917, D. Reimers, 7th  
June—Bangkok 1st June, Rice and Wood.—  
Butterfield & Swire.

APENRADE, German str., 611, H. R. Gantard,  
10th June—Pakhoi 7th June and Hoihow  
9th, General.—Jensen & Co.

APPLACHER, British str., 2,438, A. Mills, 8th  
June—Shanghai 5th June, Refined Petro-  
leum.—Standard Oil Co. Ltd.

ATLANTIS, American str., 950, Jojoia P. Aze,  
7th June—Saigon 2nd June, Rice. Order.

BOENNE, German str., 1,344, F. Sembl, 5th  
June—Sundabon 31st May, General and  
Timber.—Melchers & Co.

CARPI, Italian str., 2,717, Giuseppe Balotto, 4th  
June—Bombay and Singapore 25th May,  
General.—Cartier & Co.

CHINA, American str., 1,246, D. E. Friele, 3rd  
June—San Francisco 5th May, Mails and  
General.—P. M. S. S. Co.

CHUYEN, Chinese str., 1,177, Stewart, 7th  
June—Shanghai 3rd June, General.—  
Chinose.

CHORAZON, British str., 1,424, T. W. Sully,  
5th June—Chinkiang, Shanghai 31st May  
and Swatow 5th June, General.—Jardine,  
Matheson & Co.

CLARA JENSEN, German str., 1,143, J. Iversen,  
10th June—Bangkok 3rd June, Rice.—  
Jensen & Co.

DAIGNY, Norwegian str., 883, O. Abrahamson,  
2nd June—Bangkok 26th May, Rice.—  
Angard, Thoresen & Co.

EAST OF GABRIEL, British str., 1,225, Grant,  
2nd June—Newcastle, N.S.W., 2nd May,  
Coal.—Lauis, Wegner & Co.

FALK, Norwegian str., 1,350, G. M. Gundersen,  
1st June—Saigon 27th May, Rice.—Sander,  
Wielser & Co.

FIUME, German str., 838, R. Wegner, 10th  
June—Hon Cohe Bay 6th June, Salt.—  
Sander, Wielser & Co.

FRIEDHOFF, Norwegian str., 891, H. H. Harald-  
sen, 19th May—Wuhu and Chinkiang 14th  
May, Rice and Groundnut.—Steenesen  
& Co.

GONSALES, American str., 700, Barritt, 5th  
June—Hilo 4th June, Ballast.—Chinose.

GREENWICH, British str., 2,209, Cobb, 5th  
June—Mororan 27th May, Coal.—Dodwell  
& Co.

HAILAN, French str., 377, L. Andersen, 6th  
June—Pakhoi and Hoihow 5th June, Rice.—  
General.—A. B. Marty.

HONGKONG, French str., 739, A. Simonini, 6th  
June—Haiphong and Hoihow 7th June,  
Rice and Pigs.—A. B. Marty.

HUIHOW, British str., 1,217, Wm. B. Brown,  
5th June—Tientsin 28th May, Chefoo 30th  
and Swatow 4th June, General.—Butterfield  
& Swire.

KALABRIA, British str., 2,000, Walker, 29th  
May—Moj 23rd May, Coal.—Bradley & Co.

KARIN, Swedish str., 655, G. Patterson, 31st  
May—Chinkiang 27th May, General.—  
Angard, Thoresen & Co.

KASHIRO, British str., 1,145, T. W. Pichard,  
5th June—Touane 2nd June, Coal.—  
Butterfield & Swire.

KIANOP



